



# **Program Management Team Monthly Progress Report**

To

CAHSRA Board Operations Committee

**July 2010**



## Executive Summary of PMT Activities in July 2010

### Accomplishments

- ◆ **Supplemental AA Reports:** Worked with Authority staff and the Regional Consultants to prepare Supplemental Alternatives Analysis reports for the San Francisco – San Jose and Merced – Fresno sections, including updates of the SF Peninsula and Merced Wye route alternatives and narrowing of the heavy maintenance facility site alternatives. The Board provided staff direction on the alternatives to carry forward for further study.
- ◆ **FRA Grant Applications:** Prepared draft Board briefing materials for the Authority's federal HSIPR funding applications for 2010. Supported Authority staff at the July 30 Executive/Administration Committee meeting where the Board directed the approach and content of the Authority's four FRA grant applications, which were subsequently prepared and submitted on August 6. This involved redefining the scope of the four ARRA-eligible sections and then defining the scope and preparing cost estimates of the four FY10 Service Development Program applications.
- ◆ **ARRA Track 2 Cooperative Agreement:** Met with Authority and FRA staffs to discuss the statement of work for the first ARRA Track 2 Cooperative Agreement for \$194 million for Phase 1 Preliminary Engineering and Environmental Document preparation. Responded to comments and prepared detailed cost estimate breakdown and schedule attachments to the Agreement.
- ◆ **Bay Area-Central Valley Program EIR/EIS:** Continued to support the preparation of responses to the Bay Area to Central Valley Program EIR/EIS that will be presented to the Board in September.
- ◆ **Brisbane Maintenance Facility Site:** The Regional Consultant team met with the City of Brisbane to brief them on the San Francisco-San Jose Supplemental AA and proposed maintenance facility in Brisbane, which is currently the sole site under serious consideration. City staff asked and we concurred that we continue to study the Port of San Francisco site as a split option site. We also plan to make a presentation to Brisbane city council regarding the maintenance facility and move forward on studies of this location.
- ◆ **Fresno-Bakersfield Response to USEPA:** Helped draft a response to a request from the USEPA for more information on the UPRR alternatives B1 and B2 to demonstrate that these route alignments are not likely to contain the Least Environmentally Damaging Practicable Alternative (LEDPA). The EPA had questioned why these alternatives had been eliminated. Will follow-up with the Authority staff and USEPA to resolve this issue.
- ◆ **Alignments north of LA Union Station:** Further analysis undertaken to identify better alignments resulted in two revised alignment options north of LAUS. The first, from an at-grade LAUS, allows a direct alignment to drop into cut and cover trench, and then through a portal into bored tunnel, before passing beneath the LA Historic State Park. The second option allows an alignment from an elevated LAUS to drop to grade, then into cut and covered trench and tunnel, and again into a bored tunnel before running beneath LA Historic State Park. The historical 'ice house' site is also now avoided. Bored tunnel is therefore achievable through the entire distance of the crossing beneath the park in both cases, and will not affect park operations or historical remains within. This was discussed with State Parks and Authority at meeting held on Aug 6, 2010.

- ◆ **LA-Anaheim Maintenance Facility Sites:** A third possible Maintenance Facility site within the LA-Anaheim section has been identified in the City of Montebello. If found to be a viable alternative to the Anaheim West and LA 8<sup>th</sup> Street Yard sites, it would be brought back to the Board in a Supplemental AA report for possible inclusion in the Draft EIR/EIS.
- ◆ **UPRR Meetings:** The PMT prepared for and participated in two key meetings with the Union Pacific Railroad on August 6. The first, arranged by Alex Clifford of LA Metro, discussed the Palmdale-Los Angeles section; the second, arranged by Roelof van Ark, discussed the Authority's relationship with UPRR project-wide. Both meetings were highly productive and will lead to more detailed discussions in each section on site-specific interface issues.
- ◆ **Environmental Reviews:** Environmental document reviews completed by the PMT during the month of July included:
  - San Francisco to San Jose: Affected Environment sections for Biological Resources, Paleontology, Hazardous Materials, and Historic Architecture Survey Report (HASR) technical reports. Affected Environment EIR/EIS sections were also reviewed for Biological Resources and Socioeconomics, Communities and Environmental Justice. Draft EIR/EIS sections under current review include Noise & Vibration, Public Utilities, Safety & Security, and Agricultural Lands.
  - San Jose to Merced: Affected Environment sections for Hydrology and Water Resources and Air Quality technical reports. Draft EIR/EIS sections under current review include Aesthetics & Visual Quality, Air Quality, and Geology.
  - Merced to Fresno: EIR/EIS Chapter 1 (Purpose & Need), Chapter 7 (Public & Agency Involvement) and Chapter 8 (EIR/EIS Distribution). Draft EIR/EIS sections under current review include Hydrology & Water Resources, Geology, Safety & Security, and Parks & Recreation.
  - Fresno to Bakersfield: Affected Environment section for Community Impact Assessment technical report. Draft EIR/EIS Noise & Vibration section is under current review.
  - Los Angeles to Anaheim: Draft EIR/EIS Chapter 1 (Purpose & Need) is under current review.
- ◆ **Regional Consultants' Progress toward NOD/ROD:** Continued closely monitoring the Regional Consultant's progress in preparing the Administrative Draft EIR/EIS documents needed to meet the mandated September 2011 NOD/ROD date for the four ARRA-eligible sections: SF-San Jose, Merced-Fresno, Fresno-Bakersfield, and LA-Anaheim. The environmental work in these sections continues to progress on schedule; however, since there is no float in any of these four sections' schedules, it is necessary to constantly monitor progress through weekly meetings with the ARRA-section Regional Consultants, and look for ways of streamlining the process and saving time wherever possible. It has been organized to increase the PM team by review groups in the next several weeks in order to achieve the dates for the ARRA sections.
- ◆ **Environmental Milestone Progress:** The accompanying updated environmental milestones schedule shows estimated percent complete toward NOD/ROD for each of the sections and the current schedule for upcoming Board briefings on Alternatives Analysis (AA) reports. In September the Fresno-Bakersfield Supplemental AA and Bakersfield-Palmdale Preliminary AA reports and Program EIR/EIS will be presented.

**Note:** As highlighted on the accompanying environmental milestone schedule, a briefing on the Palmdale-Los Angeles Supplemental AA report previously scheduled for the September Board meeting is being delayed a month and presented at the October Board meeting. The Board briefing for the Los Angeles- San Diego Preliminary AA report is to be determined. Briefings on the San Jose-Merced Supplemental AA and the Altamont Corridor Rail Project Preliminary AA report, originally scheduled for the October Board meeting, are now proposed to be delayed until the November Board meeting. These delays are not critical to the ARRA program.

### **Key Issues**

- ◆ **State Budget:** Extended delay in the state budget approval could have an impact on the Regional Consultants' FY10-11 Annual Work Programs. All of the Authority's prime consultants have agreed to work at risk without payment, at least so far, until the state budget is approved. This issue will continue to be closely monitored.
- ◆ **Third-Party Agreements:** Several important third-party agreements that are essential to advancing the project on schedule are being held up by the Department of General Services. Pending resource agency funding agreements, utility funding agreements, and a Memorandum of Understanding with BNSF are in limbo impeding environmental reviews, utility engineering/coordination, and railroad coordination. For example, the Traction Power design is behind plan (estimated 35% complete actual versus 50% complete plan) due to lack of confirming information from the utility companies. The lack of a state budget is also holding up these key funding agreements.
- ◆ **Railroad and Highway Coordination:** On-going discussions with the BNSF and UPRR, which own right-of-way adjacent to the proposed CHSTP alignments, are needed to ensure the HST preliminary engineering plans properly account for necessary railroad operational and safety requirements. Similarly, the Authority must continue working closely with Caltrans to identify interfaces with and mitigate potential impacts to the state highway system.
- ◆ **Metrolink MOU:** Awaiting LACMTA action to prepare a draft funding agreement to pay for Metrolink's engineering support of the Palmdale-LA and LA-Anaheim sections. LA Metro agreed in April to prepare a draft MOU with the Authority to fund Metrolink's technical support of the Project. To date, the Authority has not received this draft.
- ◆ **Caltrans I-5 widening project near Empire Avenue in Burbank:** Caltrans' design for I-5 widening in Burbank involves construction of an embankment to carry Metrolink over the new grade separations at Empire Ave and Buena Vista Ave., which would conflict with the proposed HST alignment. The Regional Consultant has proposed two possible solutions that need to be evaluated and discussed with all affected parties:
  1. Construct an HST viaduct structure to straddle the proposed Metrolink embankment. This would also require acquiring additional ROW to shift Victory Place further to the west.
  2. Widen the proposed embankment for use by Metrolink/UPRR and High Speed Rail. This would require modifying the current design and would impact their schedule.

Either of these solutions would require some adjustments to the current Caltrans/Metrolink design, which is just reaching completion. Authority, PMT, and Regional Consultant staffs will meet with Caltrans and Metrolink to resolve this conflict.

- ◆ **ROW Acquisition:** Authority staff is currently developing a right-of-way (ROW) acquisition approach, organization, and assignment of responsibilities to launch this key activity soon.
- ◆ **FRA Coordination:** Continued close coordination with FRA on the ARRA Track 2 program will help with execution of the initial Cooperative Agreement and obtaining FRA concurrence with the redefined ARRA Design/Build Section scopes that were the basis for the FY10 Service Development Program applications.
- ◆ **Rule of Particular Applicability:** FRA review of the CHSTP System Requirements packages is behind the planned schedule of review, which may have effect on the schedule for the Authority's Petition for a Rule of Particular Applicability (RPA). A two-phase approach for an HSR RPA has been discussed with FRA, and the PMT is preparing a document for Authority and FRA consideration on this proposed approach.
- ◆ **Decision on which ARRA Section is Funded:** After FRA announces the award of FY10 Service Development Program funding, which would augment and enhance the ARRA funding awarded in January 2010, the PMT will assist the Authority develop staging and contract packaging plans for whichever of the four ARRA-eligible sections is selected to receive the federal funding so that the Project's resources can be focused on planning for the start of construction in 2012.
- ◆ **FRA Planning Grant:** The Authority is also awaiting an announcement by FRA in September on the agency's \$16.6 million PRIIA planning grant applications. Obtaining federal funding of the Phase 2 corridors is essential to advancing the planning and environmental work on the LA-San Diego, Merced-Sacramento, and Altamont Rail corridors this year.

## Environmental Milestones Schedule – July 2010

	Assigned Weight	5%		15%		5%	12%	13%	33%	5%	10%	2%	100%
Section/Activity	Plan Actual/Forecast % complete	Scoping Report	Board Briefing to Approve Release of the AA Report	Release Preliminary AA Report	Board Briefing to Approve Supplemental AA Report	Release Supplemental AA Report	Technical Reports	Admin Draft EIR/EIS	15% Design	Draft EIR/EIS	Final EIR/EIS	NOD/ROD	Percent Complete Toward NOD/ROD
San Francisco - San Jose	Plan	May '09	Apr. 8, 2010	Apr. '10	Jul. 1, 2010	Jul. '10	Sept. '10	Sept. '10	Dec. '10	Dec. '10	July '11	Sept. '11	58%
50 miles	Actual/Forecast	Mar. 10 A	Apr. 8, '10 A	Apr. '10 A	Aug. 5, '10 A	Aug. '10 A	Nov. '10	Sept. '10	Dec. '10	Dec. '10	July '11	Sept. '11	
	% Complete	100%		100%		99%	54%	57%	57%	0%	0%	0%	
San Jose - Merced	Plan	Oct. '09	May. 6, 2010	May '10	Aug. 5, 2010	Aug. '10	Apr. '11	Apr. '11	Dec. '10	July '11	Feb. '12	Apr. '12	48%
120 miles	Actual/Forecast	Mar. '10 A	Jun. 3, 2010	June '10 A	Nov. 4, 2010	Nov. '10	Apr. '11	Apr. '11	Dec. '10	July '11	Feb. '12	Apr. '12	
	% Complete	100%		100%		0%	25%	30%	65%	0%	0%	0%	
Merced - Fresno	Plan	Mar. '10	Apr. 8, 2010	Apr. '10	Jun. 3, 2010	June '10	Aug. '10	Aug. '10	Sept. '10	Nov. '10	June '11	Aug. '11	58%
65 miles	Actual/Forecast	Mar. 10 A	Apr. 8, 2010	Apr. '10 A	Aug. 5, '10 A	Aug. '10 A	Nov. '10	Sept. '10	Dec. '10	Dec. '10	July '11	Sept. '11	
	% Complete	100%		100%		100%	65%	66%	50%	0%	0%	0%	
Fresno - Bakersfield	Plan	Mar. '10	Dec. 3, 2009	Mar. '10	Jun. 3, 2010	June '10	Sept. '10	Sept. '10	Aug. '10	Jan. '11	July '11	Sept. '11	65%
110 miles	Actual/Forecast	Mar. 10 A	Jun. 3, 2010	June '10 A	Sept. 2, 2010	Sept. '10	Nov. '10	Sept. '10	Oct. '10	Jan. '11	July '11	Sept. '11	
	% Complete	100%		100%		90%	70%	80%	65%	0%	0%	0%	
Bakersfield - Palmdale	Plan	Mar. '10	Aug. 5, 2010	Aug. '10	Oct. 7, 2010	Nov. '10	Sept. '11	Sept. '11	Nov. '11	Dec. '11	June '12	Sept. '12	23%
85 miles	Actual/Forecast	Mar. '10 A	Sept. 2, 2010	Sept. '10	Nov. 4, 2010	Dec. '10	Mar. '12	Mar. '12	May '12	July '12	Jan. '13	Mar. '13	
	% Complete	100%		90%		0%	1%	3%	8%	0%	0%	0%	
Palmdale - Los Angeles	Plan	June '09	May. 6, 2010	May '10	Aug. 5, 2010	Aug. '10	Oct. '10	Oct. '10	Oct. '10	Jan. '11	Aug. '11	Oct. '11	47%
60 miles	Actual/Forecast	Mar. 10 A	Jul. 8 '10 A	Jul. '10 A	Oct. 7, 2010	Oct. '10	Dec. '10	Dec. '10	Jan. '11	Mar. '11	Oct. '11	Dec. '11	
	% Complete	100%		100%		0%	43%	35%	52%	0%	0%	0%	
Los Angeles - Anaheim	Plan	Aug. '09	Not	Apr. 24, 2009	Jun. 3, 2010	June '10	Sept. '10	Sept. '10	Aug. '10	Jan. '11	July '11	Sept. '11	61%
30 miles	Actual/Forecast	Mar. 10 A	Applicable	Apr. 24, 09 A	Jul. 8, '10 A	July '10 A	Nov. '10	Sept. '10	Aug. '10	Jan. '11	July '11	Sept. '11	
	% Complete	100%		100%		100%	55%	60%	65%	0%	0%	0%	
Los Angeles - San Diego	Plan	June '10	Jul. 1, 2010	Jul. '10	Jan. 6, 2011	Jan. '11	Aug. '12	Aug. '12	Aug. '12	Feb. '13	Sept. '14	Dec. '14	20%
167 miles	Actual/Forecast	June '10 A	TBD	TBD	TBD	TBD	Oct. '12	Oct. '12	Mar. '13	Mar. '13	Aug. '13	Dec. '13	
	% Complete	100%		95%		0%	0%	0%	3%	0%	0%	0%	
Merced - Sacramento	Plan	Feb. '10	Feb. 3, 2011	Feb. '11	May. 5, 2011	May '11	Sept. '11	Sept. '11	Oct. '11	Jan. '12	Nov. '12	Mar. '13	8%
110 miles	Actual/Forecast	Apr. '10 A	Dec. 2, 2010	Jan. '11	TBD	TBD	Apr. '12	Apr. '12	July '12	Oct. '12	June '13	Aug. '13	
	% Complete	100%		17%		0%	0%	0%	1%	0%	0%	0%	
Altamont Corridor Rail Project	Plan	Feb. '10	Nov. 4, 2010	Dec. '10	Mar. 3, 2011	Mar. '11	Nov. '11	Nov. '11	Dec. '11	Mar. '12	Sept. '12	Dec. '12	11%
85 miles	Actual/Forecast	Mar. 10 A	Nov. 4, 2010	Nov. '10	TBD	TBD	Feb. '12	Feb. '12	Apr. '12	May '12	Mar. '13	May '13	
	% Complete	100%		35%		0%	0%	0%	1%	0%	0%	0%	

A = Actual Dates Changed from June Report shown in red.

July 2010 – Board Operations Committee Report



PROGRAM MANAGEMENT TEAM

## PMO Comment on PMT Operations Committee Report September 1, 2010

### Accomplishments

The PMO concurs with the PMT report with the following exceptions:

- ♦ **Regional Consultants' Progress toward NOD/ROD:** As the PMT report states, the schedules for the ARRA Sections are very compressed. The Regional Consultants are struggling to keep pace and, while the Administrative Draft EIR/EIS documents may be submitted on schedule, it will be a significant challenge in the allotted time to advance them to the level of completeness, consistency and quality necessary for the Draft documents to be circulated and released for public review.
- ♦ **Environmental Milestone Progress:** The Bakersfield to Palmdale schedule has been adjusted to be consistent with the Regional Consultant's current plan. The milestone dates for the Phase 2 Sections will depend on the level of available funding for the preliminary engineering and environmental work.

### Key Issues

The PMO concurs with the PMT report with the following exceptions:

- ♦ **State Budget:** The Authority's prime consultants are continuing work so far but two subconsultant firms have confirmed that they are stopping work until the state budget is passed.